

### **Application of the 1998 Agreement**

#### Document submitted by the Chairman of GRE

1. Work on draft Global Technical Regulations (GTRs) is carried out these days in several Working Parties in ECE-WP.29, also within GRE.
2. GRE has held its second informal meeting on a draft GTR on installation prescriptions for lighting and light-signalling devices, recently, 4-7 September 2001, in Ottawa, at the invitation of Transport Canada.
3. During the discussions it became clear that final approval of a lot of paragraphs by the meeting participants is depending on clarification of some paragraphs in the text of the "1998 Agreement".
4. The meeting had spent some time to this aspect, but seeks for clarification from WP.29/AC.2.
5. The main purpose of the 1998 Agreement is to establish conditions to enable vehicle manufacturers to market their vehicles, hopefully all over the world, but in any case in the markets of the Contracting Parties, once the prescriptions of the 1998 Agreement and its Global Technical Regulation (GTRs) have been met.
6. This marketing should be possible when a vehicle is tested according to a set of prescriptions laid down in a GTR, the contents of which GTR are not the basis of rejection by a contracting Party to the 1998 Agreement.
7. Also, a vehicle cannot be submitted to stricter prescriptions by a Contracting Party, once it fulfils the conditions of that GTR.
8. Thus, the idea of "tested once, accepted everywhere", expressed several times by OICA, is the goal to be strived after and will be attained with what is described above.
9. According to Article 7.1 of the 1998 Agreement, all Contracting Parties have to adopt such a GTR into its own laws or regulations.
10. During the 2nd informal GRE meeting, the participants sought for confirmation of the following interpretation of Article 7.1 of the 1998 Agreement.

#### Interpretation of Art. 7 :

11. The Contracting Parties will adapt their national/regional legislation in such a way, that a vehicle, fulfilling the prescriptions of a specific GTR (e.g. on the installation requirements for lighting and light signalling devices) have to be accepted by all Contracting Parties for which this specific GTR is applicable.
12. Contracting Parties are not legally obliged to copy at a 100 per cent basis in their national / regional legislation the text of that specific GTR; these Contracting Parties may continue to have their national / regional prescription being less stringent, e.g. not requiring Vehicle Identification Lamps (VID) for vehicles to be registered on their territories.  
Nevertheless, vehicles may not be refused by those Contracting Parties, when equipped with these lamps, nor can the manufacturer be forced, legally, to dismount these VID lamps in order to have registration possible for his vehicles in that specific country.
13. In this way "once tested, accepted every where" will really be the goal of a GTR, resulting in bigger market where vehicles equipped with such VID lamps will not be rejected for registration.